



To: Council
From: Raul Allueva
Director of Development

Date: March 24, 2005
File: 08-4040-20-10-OR

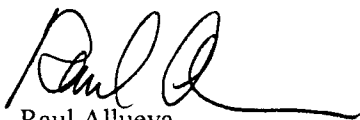
Terry Crowe
Manager, Policy Planning


Re: Preliminary Oval Site Master Plan

Staff Recommendation

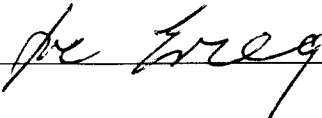
That, as per the report from the Director of Development and the Manager of Policy Planning, dated March 24, 2005:

1. The Preliminary Oval Site Master Plan (**Attachment 1**) to guide the construction and design of the Olympic Oval building, plaza, and waterfront park, be approved;
2. Staff be directed to proceed with public Open Houses in early April 2005, to obtain feedback on the:
 - (a) Design Charette results;
 - (b) The Preliminary Oval Site Master Plan; and
 - (c) Detailed options for the Realignment of River Road; and
3. That feedback from the Open Houses be reported back to Council in April, 2005.


Raul Allueva
Director of Development
(4138)


Terry Crowe
Manager, Policy Planning
(4139)

Attach. 5

FOR ORIGINATING DIVISION USE ONLY					
ROUTED TO:		CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
Engineering	Y	<input checked="" type="checkbox"/>	N		
Parks Design, Construction & Programs.....	Y	<input checked="" type="checkbox"/>	N		
REVIEWED BY TAG		YES	NO	REVIEWED BY CAO	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	YES	
				NO	

Staff Report

Origin

The purpose of this report is to:

- Update Council on key topics affecting the preparation of the Oval Master Plan;
- Present the results of the Olympic Oval Design Charette process;
- Seek Council approval of a Preliminary Oval Site Master Plan; and
- Seek Council approval to conduct public Open Houses to obtain input regarding the findings to date, the Preliminary Oval Site Master Plan, the re-alignment of River Road and related matters.

The above is necessary in order to complete, in a timely manner, the:

- Design and construction process for the Olympic Oval building, plaza, and waterfront park, and
- Preparation of the Final Oval Site Master Plan and Area Plan for the Oval neighbourhood.

Findings Of Fact

Oval Completion Schedule Requirements

The building of the Oval requires timely City decisions, as the City's agreement with VANOC involves a specific planning and construction schedule and deadlines which must be met in order to open the Oval by April 2008. City staff teams and the Oval Consultant (Canon) have been working concurrently on various planning programs to complete the Olympic Oval on time. In order to begin the Oval building and site design phase on time, it is necessary to complete, by March 31, 2005, the:

- Oval Site Master Plan; and
- Oval Program and Facility Requirements Plan.

A separate staff report on the Oval Program and Facility Requirements Plan is being brought forward concurrently for Council consideration.

Oval Site Master Plan Open Houses

On February 3 and 5, 2005, City staff and the Oval Consultant hosted public Open Houses to obtain public input regarding various Oval issues and proposed Oval Master Guiding Principles which will guide the preparation of the Oval Site Master Plan and Oval Area plan.

The result of the Open Houses demonstrated public acceptance of the key Oval Master Guiding Principles.

Oval Master Guiding Principles - Approved

As a result, on March 14, 2005, Council adopted the following four (4) Oval Master Guiding Principles and ten (10) complementary Development Principles (**Attachment 2**):

1. Build a Legacy;
2. Build a Complete Community;
3. Build Green; and
4. Financial Viability.

Analysis

1. Previous and Recent Key Decisions

To provide needed certainty, the following key Oval Site Master Plan topics were discussed in previous staff reports:

- River Road Realignment;

- Oval Building Orientation (East-West or North-South); and
- Potential for a Parking Level under the Oval Building.

After discussing these matters on March 14, 2005, Council directed staff to:

- Pursue realignment of River Road, and
- Continue to explore parking options including the possibility of constructing a parking level under the Oval building and the optimal orientation of the Oval building.

2. Design Charette Results and Issues

Process

A Design Charette was held on March 17, 2005 to enable an intensive and detailed analysis of the Oval site, generate ideas, identify development options, and generate key themes and concepts that will determine the location of the Oval building and adjacent uses (e.g., plaza, waterfront park) and that can be later refined into a Final Oval Site Master Plan.

A summary of the March 17, 2005 Design Charette process is provided on **Attachment 4**.

The Design Charette was comprised of two phases:

- Working Charette Phase (Staff, Oval Consultants, External Experts) 8 am to 7 pm; and
- Council Charette Phase (Council Shirtsleeve Critique Session) 7 pm to 9 pm.

The Design Charette was a very successful, day-long design exercise attended by more than 40 people. All participants were provided a Design Brief, a summary of the Oval Site Requirements covering all of the issues necessary to understand the Oval site and the issues associated with its development in a realistic way. This included, among other things, the physical size of the Oval building itself, the minimum required distance from the dyke, parking requirements, and dimensions of River Road. A variety of experts were present, including urban designers, land economists, commercial realtors, architects, planners and landscape architects. Participants were divided into 3 teams, and each team was expected to generate a site plan, design principles, site statistics, contextual planning for the surrounding area, key sections of the site, and other sketches as required. At the end of the day, the 3 teams presented their work to the entire group and Council for comments and questions. A summary of the 3 site designs, including a discussion on the key components of each, is provided in **Attachment 5**.

Common Design Themes

The value of the design charette process is that it relies on the comparative process to identify options, topics of agreement, significant departures, critical decision-making elements and directions for further refinements.

The 3 Oval site design options demonstrate significant areas of agreement, thus confirming similar solutions to various key site issues, opportunities, and constraints affecting the Oval Site, and providing clarity for the detailed design phase to follow.

The common design themes that emerged include:

- An east-west Oval building alignment;
- Location of the Oval building generally at the north-east corner of the Oval site;
- Multiple plazas/open spaces along the dyke;
- The retention and enhancement of the Hollybridge canal and trees (no twinning of road);
- A sustainable design theme;
- The creation of additional water features and stormwater collection systems;

- A predominantly mid-to high-density residential development, west of the Oval building;
- A “High-Street” concept which includes a vibrant, pedestrian street with commercial frontage, and a key commercial node at intersection of Hollybridge Road and the realigned River Road;
- Small commercial retail uses outside but “wrapping around” a portion of the Oval building;
- The main entrance of the Olympic Oval is to be along the realigned River Road (with two possible locations);
- A small-block development pattern to the west and south of the Oval building;
- Commercial uses (Hotel/Offices) located near the Oval building;
- A network of pedestrian linkages extending from the waterfront park into the adjacent residential developments;
- Residential and Mixed-Use developments are to provide for their own parking needs;
- A major public open space on the water; and
- The Oval site is to be elevated along with the dyke, to create a raised plaza and waterfront park.

Parking

- The Design Charette results identified possible alternatives to accommodate parking for the Oval, but did not provide a specific solution.
- The Oval project budget includes approximately 150 stalls under the Plaza.
- Preliminary information from the Oval building Programming and Facility Operations analysis indicates that the focus of expected uses will range from fitness, sport and wellness, high performance athletics, community recreation uses, limited trade shows, sport competitions, and special festivals and events.
- The actual amount of total parking necessary for the Oval post-games is yet to be determined, and will require further analysis as part of an integrated transportation study to be undertaken in the near future. This study will incorporate the parking needs for the Oval facility based on short and long term operational needs and will examine a variety of options and strategies (see below).

A Study has been initiated to provide an integrated approach to deal with public mobility in relation to the Oval project. This study will examine all options to achieve the required parking to meet the needs of the Oval. The parking arrangements, which are likely to be explored include:

- Onsite:
 - Increased under-plaza parking (current planning provides for approximately 150 stalls); and
 - Oval parking integrated into mixed-use (residential/hotel) developments on the rest of the site by a partner.
- Offsite:
 - A parking structure on a separate site for Oval use, through purchase or agreements with private owners;
 - Agreements with private properties for the use of existing surface parking lots; and
 - Demand management alternatives, including partnerships with private parties for pay parking.

Each of these alternatives has inherent pros and cons, will incur specific costs, may have other benefits, and will require detailed exploration. Already staff has initiated a more detailed review of these options, and will be reviewing this issue as part of an integrated Study, to be completed in the next several months.

River Road Realignment Options

Council has endorsed the realignment of River Road. However, several detailed options regarding the realignment of River Road emerged from the March 2005 design charette process, including:

1. Main Realignment
 - Immediately adjacent to the CPR corridor, or

- Through the middle of the site; and
- 2. Around No 2 Road:
 - East of No. 2 Road, or
 - West of No. 2 Road.

Main River Road Realignment Options:

- Two options show River Road being realigned immediately along the south property line adjacent to or on the CPR Corridor;
- One option shows River being realignment the middle of the Oval site, retaining a public open space between the road and the water. An apparent drawback of this option is that the entire burden of the road dedication and development would fall on the City, whereas the other options may enable the road costs to be shared with properties to the south, depending on the timing of construction.

No 2 Road Realignment Options

- West Of No 2 Road
 - Two of the design options show the realignment of River Road immediately west of No. 2 Road within a City owned property adjacent to the Dover area, in order to:
 - Make more optimal use of the Oval Site, and
 - Ensure a safe connection for access for pedestrians between the future Dover School and the new residential neighbourhood on and immediately south of the Oval site.
 - These two options appear to be technically superior, but may generate public concern, due to the need for a signalized crossing at No. 2 Road, which could create delays for commuters, as well as concerns from immediate neighbours (Dover) adjacent to the realignment (**Attachment 3**).
- An immediate decision on these detailed road realignment options is not required at this time to allow approval of the Preliminary Oval Master Plan. It is recommended that the public be requested to provide comments on the detailed options for the River Road realignment as part of the upcoming public Open Houses in order for this issue to be resolved as part of the Final Oval Master Plan.
- In the meantime, the Preliminary Oval Master Plan can proceed, as it allows all options to be considered as part of the detailed design of the Oval building and within the timeline for the actual realignment of River Road, which is anticipated in early 2006.
- Staff will report back to Council on the results of the upcoming Open Houses and the public's preference regarding the realignment of River Road in April 2005.

3. Oval Site Master Plan Completion Process

Preliminary Plan

The common themes and objectives that emerged from the Design Charette represent the key building blocks for the Oval site, and have been summarized into the Preliminary Oval Site Master Plan (**Attachment 1**) in order to provide clarity and immediate direction to the Oval consultant on the key topics necessary for the Oval project to proceed to detailed design and construction, including the Oval building, plaza, and waterfront park.

This Preliminary Oval Site Master Plan includes important design objectives and key considerations, and will facilitate immediate decision-making, as well the Final Oval Site Master Plan (June 2005) and the Oval Area plan later in 2005.

Final Oval Site Master Plan Completion Process

Staff will undertake the following process in order to complete the Final Oval Site Master Plan:

- Solicit and obtain public comments on the Preliminary Plan;
- Integrate the public comments with a more detailed technical and economic analysis, to establish solutions to the final detailed alignment of River Road, parking for the Oval building, overall site land use concept, and overall Oval project financial viability;
- Prepare the Final Oval Site Master Plan; and
- Based on the extensive consultation to date, Council approves the Final Oval Site Master Plan.

It is anticipated that Council will approve the Final Oval Site Master Plan by the end of June, 2005.

4. Next Steps

1. Second Oval Site Open Houses

Should Council approve the staff recommendations, staff will proceed with Public Open Houses in early April 2005, to provide the public with information and to obtain input on:

- (a) Design Charette results;
- (b) Preliminary Oval Site Master Plan; and
- (c) Detailed options for the Realignment of River Road.

Additionally, public input will also be sought at these Open Houses on related components including:

- The Programming and post-games functions of the Oval building; and
- The environmental review process currently under way under the requirements of the Canadian Environmental Assessment Agency (CEAA), if required.

2. Council Approval

The findings of the Open Houses will be reviewed by staff and consultants, and be presented to Council in mid-April, 2005 for consideration.

3. Follow-up and Next Steps

As well, once approved, the Preliminary Oval Site Master Plan will also form the basis for:

- Detailed design by the Oval Consultant of the Oval building, plaza, and waterfront park;
- A possible call for an Expression Of Interest (EOI) for the development of a portion of the Oval site;
- Completion of staff analysis on key components for the Master Plan, including economic market analysis of the proposed plan, Oval parking, and final River Road realignment;
- The completion of the Final Oval Site Master Plan by the end of June, 2005;
- Staff begin the preparation of the Oval Area Plan mid-2005, with anticipated completion by December, 2005.

Conclusion

Staff and the Oval Consultant have reached the first critical milestone for the Olympic Oval Site Master Plan process. Considerable work has been completed on several key components of the Oval project, including the preliminary Program for the Oval building and the Oval Site Master Plan.

Following the previous public Open Houses held in February, and Council adoption of the guiding Oval Master and Development Principles in early March, staff and the Oval Consultant have completed the preliminary design phase of the Master Plan, culminating in an intensive Design Charette process. This work has resulted in the completion of a Preliminary Oval Site Master Plan, which will allow design of

the Oval building, plaza, and Waterfront Park to proceed in accordance with the required building construction schedule.

The proposed Preliminary Oval Site Master Plan will:

- Guide the preparation of the Final Oval Site Master Plan; and
- Be the basis for an Expression of Interest for development of a portion of the Oval site.

Public open houses are recommended to obtain public input regarding the Design Charette findings and the Preliminary Oval Site Master Plan.

The remaining work related to the completion of the Final Oval Site Master Plan, including the detailed realignment of River Road, economic market analysis, and review of parking options, will proceed in the coming months concurrently with the detailed design of the Oval building, plaza and waterfront park.

It is expected that staff will complete the Final Oval Site Master Plan and forward it to Council for final approval by June 2005.



Raul Allueva
Director of Development
(4138)

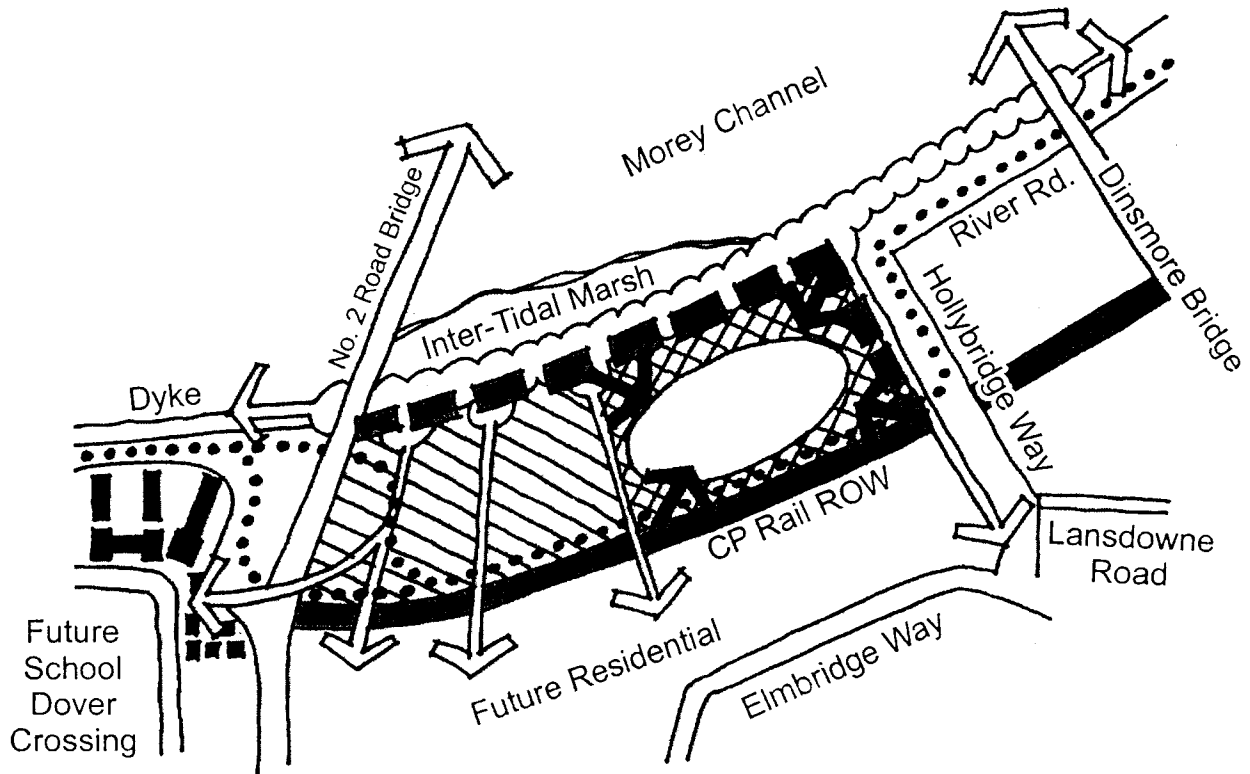


Terry Crowe
Manager, Policy Planning
(4139)

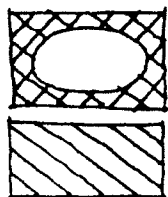
RA:ra

PRELIMINARY OVAL SITE MASTER PLAN – SUMMARY

ILLUSTRATIVE CONCEPTUAL DIAGRAM



LEGEND



Oval Precinct Including:
 - Oval Building (*Extending +/-250 m west from Hollybridge Way*)
 - Mixed Commercial Uses (*Wrapping around some portion of the precinct to enhance the Oval and pedestrian activity in the area*)

Predominantly Residential Area



Re-Aligned River Road (*Interim Route*)
 - Indicating Possible Alternative Diversion Routes East and West of No. 2 Road



Open Space Network & Linkages (*May permit vehicle access*)



Building Setback (*25 m*) to Dyke/Foreshore and Hollybridge Canal



Oval Building - Key Entry Points

PRELIMINARY OVAL SITE MASTER PLAN – SUMMARY

PLANNING PRINCIPLES	DEVELOPMENT OBJECTIVES & KEY TARGETS
A. Build a Legacy	
1. “Premier Urban Riverfront” - Establish the Olympic Riverfront Neighbourhood as a high-quality, high-amenity community that is different from other areas of the City and unique to Richmond.	a) Adopt a comprehensive urban development plan providing for the Oval together with the incremental development of: <ul style="list-style-type: none"> • +/- 92,900 m² (1 million ft²) to 130,060 m² (1.4 million ft²) of residential and commercial uses on the City's lands integrating the crest of the dyke with the adjacent upland area.
2. Integrated Facility - Coordinate the Oval facility with a range of public amenities.	a) Pursue a legacy program aimed at high performance sport, community wellness, and economic development. b) Encourage complementary sport, community, and commercial uses on-site and nearby.
B. Build a Complete Community	
3. Housing - Develop the Olympic Riverfront Neighbourhood with a range and mix of housing types.	a) Designate the City's lands predominantly for mid- to high-density, multiple-family housing, including +/-74,320 m ² (800,000 ft ²) to 111,480 m ² (1.2 million ft ²) of buildable area (plus resident parking). b) Design and develop the City's lands and adjacent properties as a cohesive, riverfront neighbourhood.
4. Mixed-Use - Develop a mixed-use community focus to serve residents and workers in the vicinity of the Oval.	a) Promote the establishment of a mixed-use, high-density node anchored by the Oval and riverfront and including, on the City's lands, between 9,290 m ² (100,000 ft ²) and 27,870 m ² (300,000 ft ²) of retail, office, restaurant, and/or hotel. b) Focus development of the area's mixed-use node around a pedestrian-friendly, “high street” (e.g., a street-oriented commercial “strip” with office or residential uses above) anchored by the Oval.
5. Public Space - Design the Oval and adjacent dyke to provide a new major public space for the City.	a) Develop a comprehensive riverfront public space network incorporating multiple spaces, including, among other things: <ul style="list-style-type: none"> • A major, sunny, public riverfront space incorporating the Oval, “Olympic Plaza”, and dyke trail; • Outdoor amenity areas geared to local residents; and • Water features, public art, and mountain views.
6. Roads – Re-align River Road.	a) Re-align River Road near the existing CP Rail right-of-way. b) Promote the future extension of the re-aligned River Road to follow the CP Rail right-of-way. c) Promote Lansdowne Road's extension to Hollybridge Way.
7. Alternative Transportation - Provide for alternative modes of transportation.	a) Adopt measures aimed at enhancing the City's trail system, increasing cycling opportunities, improving transit links, and reducing parking for urban uses.
C. Build Green	
8. Existing Environment - Respect existing natural features and habitat in the development of the Olympic Riverfront Neighbourhood.	a) Protect and enhance the area's ecological integrity, including: <ul style="list-style-type: none"> • No structures in and minimal shadowing on the foreshore; • Retention of Hollybridge Canal's waterway and trees; and • Compensation for the loss of mature trees. b) Promote increased public awareness of the area's ecology and heritage elements (e.g., signage, inter-tidal boardwalk, etc.).
9. Sustainable practices - Employ sustainable, “green” building practices in the design, development, operation, and maintenance of the Olympic Riverfront Neighbourhood.	a) Achieve LEED Silver in the design, construction, and operation of the Oval, together with a variety of active and passive green building measures across the City's lands as a benchmark for the future.
D. Build Financial Viability	
10. Sustainable Strategy - Ensure that the financing of the Oval building, its site, and surroundings: <ul style="list-style-type: none"> • Is financially sound; • Minimizes burdens on the community; and • Takes advantage of special financing opportunities (e.g., sponsorship, development, etc.). 	a) Enable development on the City's lands to optimize financial return and adapt to changing market conditions by establishing a land use framework that provides for flexibility in the mix of uses, building height, and density (e.g., provide a 15.24 m/50 ft. setback between the Oval and any large adjacent projects, such as a hotel). b) Minimize costs to the Oval project related to parking by sharing with complementary uses, securing remote event park, and charging users.

**FOUR MASTER GUIDING PRINCIPLES AND
10 DEVELOPMENT PRINCIPLES
FOR THE
OVAL BUILDING, SITE AND SURROUNDING AREA**

Purpose

The purpose of the four (4) Master Guiding Principles and ten (10) Development Principles is to guide the Oval building, site and surrounding area planning.

1. BUILD A LEGACY

- *Principle #1: Support for a high-quality Olympic Riverfront Neighbourhood that is different from other areas of the City and unique to Richmond.*
- *Principle #2: Support to develop a premier riverfront that integrates the Oval site with a range of public amenities.*

2. BUILD A COMMUNITY

- *Principle #3: Support for developing the Olympic Riverfront Neighbourhood with a range and mix of housing types.*
- *Principle #4: Support for developing a mixed-use community focus to serve residents and workers in the vicinity of the Oval.*
- *Principle #5: Support for designing the Oval and adjacent dyke to provide a new major public space for the City.*
- *Principle #6: Support for the re-alignment of River Road.*
- *Principle #7: Support for alternative modes of transportation.*

3. BUILD GREEN

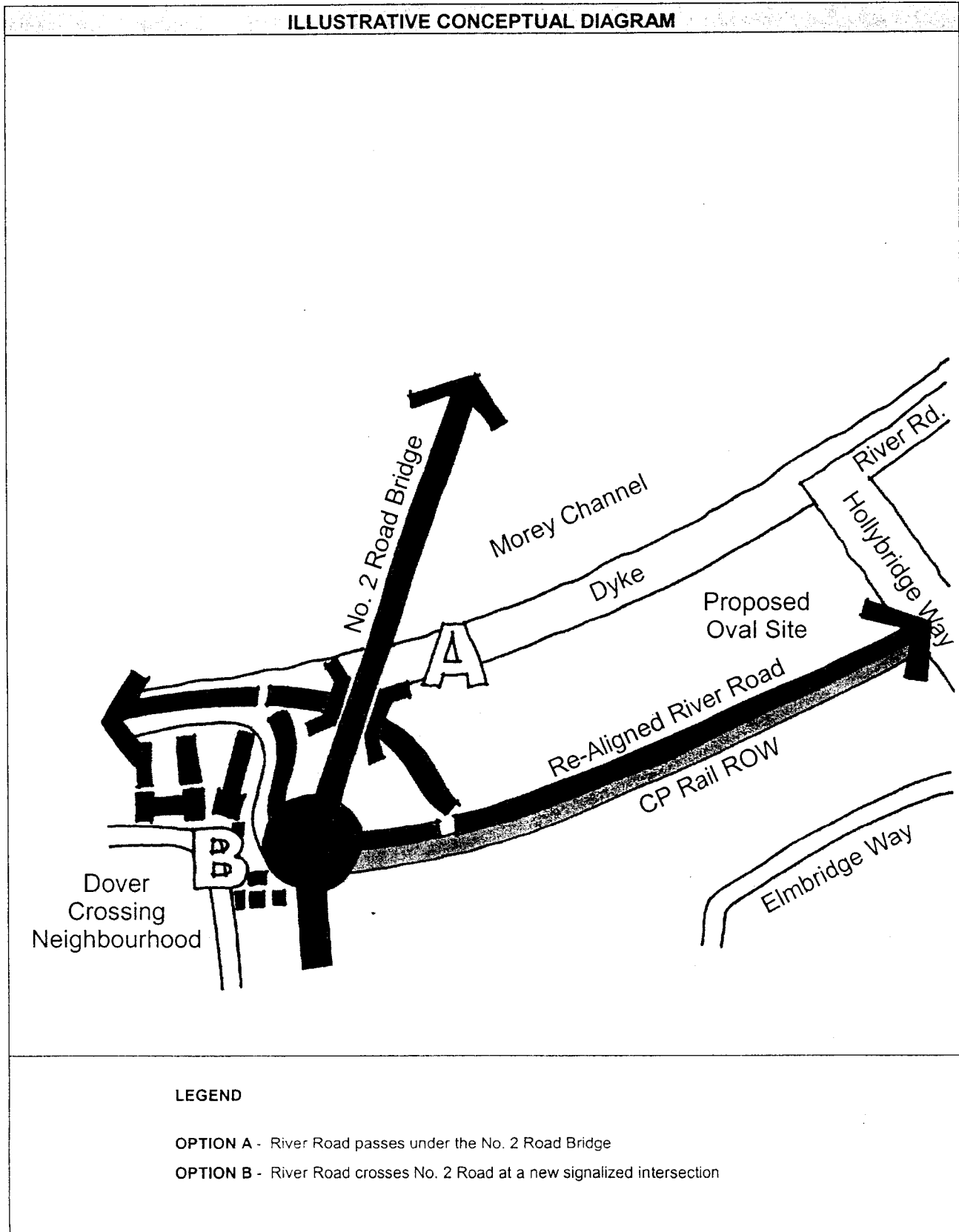
- *Principle #8: Support for the retention of existing natural features and habitat in the development of the Olympic Riverfront Neighbourhood.*
- *Principle #9: Support for sustainable, “green” building practices.*

4. FINANCIAL VIABILITY

- *Principle #10: Ensure that the financing of the Oval building, site and surrounding area development:*
 - *minimizes the financial burden on the community,*
 - *is financially sound,*
 - *considers a variety of financing approaches including (e.g., profit making, sponsorships, development).*

Prepared by:
City of Richmond

ALTERNATIVE RIVER ROAD RE-ALIGNMENT OPTIONS



Oval Site Planning Charrette:
"Thinking outside of the box"

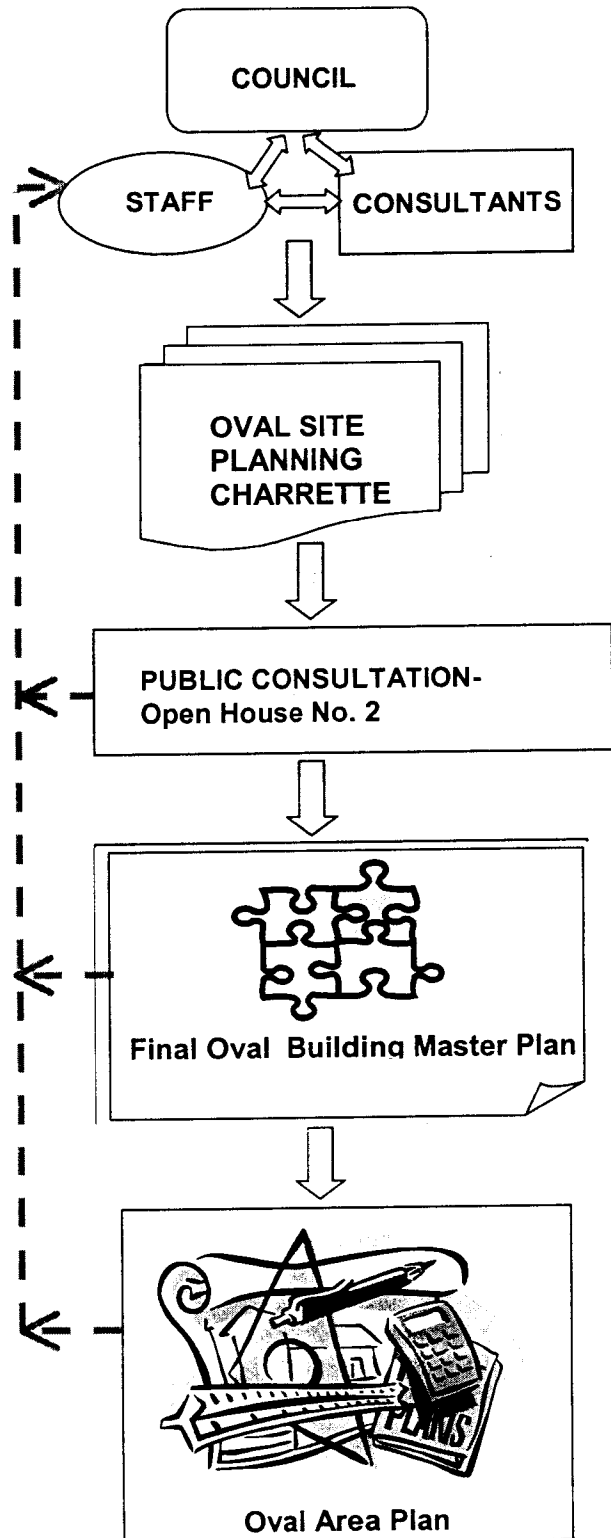
The Oval Charrette Process:

A one day charrette was held on March 17, 2005. Staff prepared a design brief outlining the minimum site requirements, regulatory restrictions such as environmental setback and maximum height to set parameters for the design process. Otherwise, the charrette teams were given maximum freedom to generate their own options.

The Oval Site Planning Charrette was a modified charrette process which included input from a wide range of experts and stakeholders including Council, staff, design, engineering and real estate professionals.

A Charrette is an intense effort to solve any site master-planning problem within a limited time. The term "Charrette" initially appeared at the Ecole Des Beaux-Arts in Paris in the late 1800's. Architecture students who needed to rush their drawings to placed them on a cart which was called a charrette. Today the word is used by the architectural community at large to describe any intense, on-the-spot design effort.

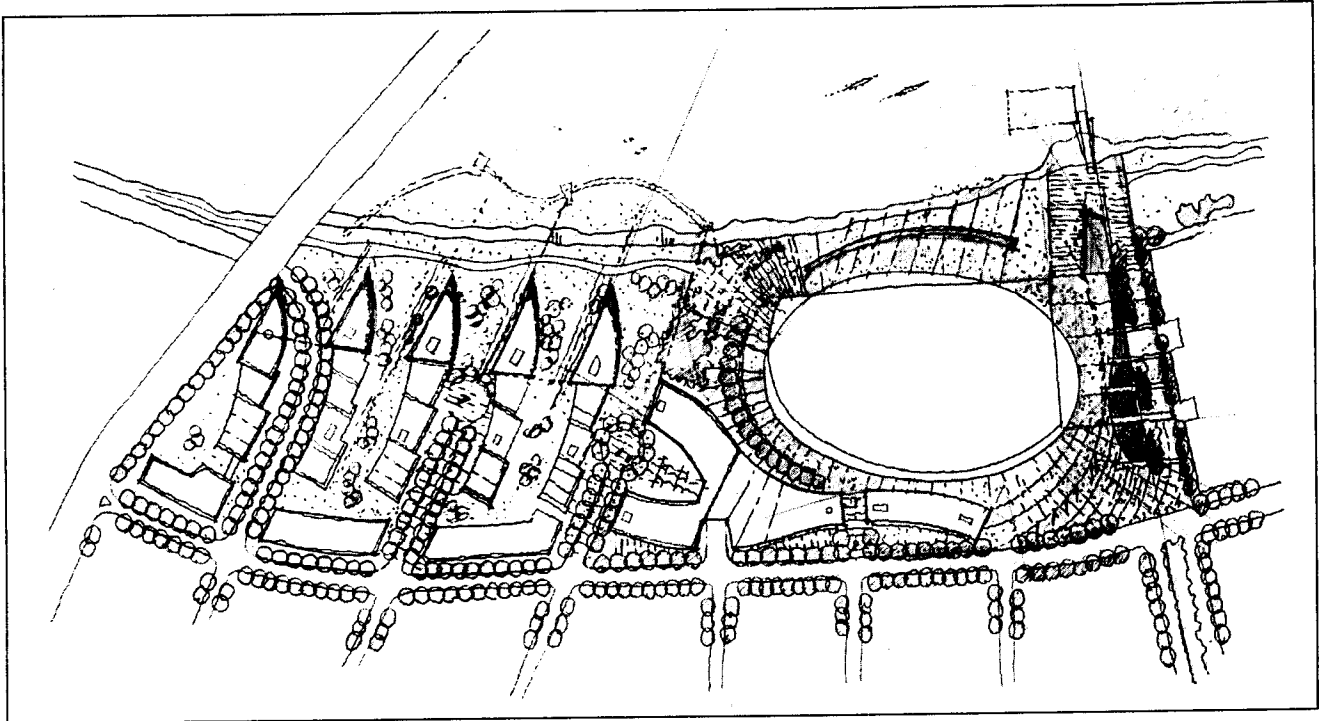
The main advantage to the charrette process is that it allows for the synthesis of stakeholders interests on the project with the wide spectrum of technical skills offered by designers and engineers in an intensive, highly collaborative and creative atmosphere. The inclusion of many points of view generally results in well-rounded proposals. Secondly, Charrettes are fast, relatively inexpensive and structured means of generating multiple options within a tight time frame.



OVAL SITE PLANNING PROCESS

TEAM 1- The "Sails"

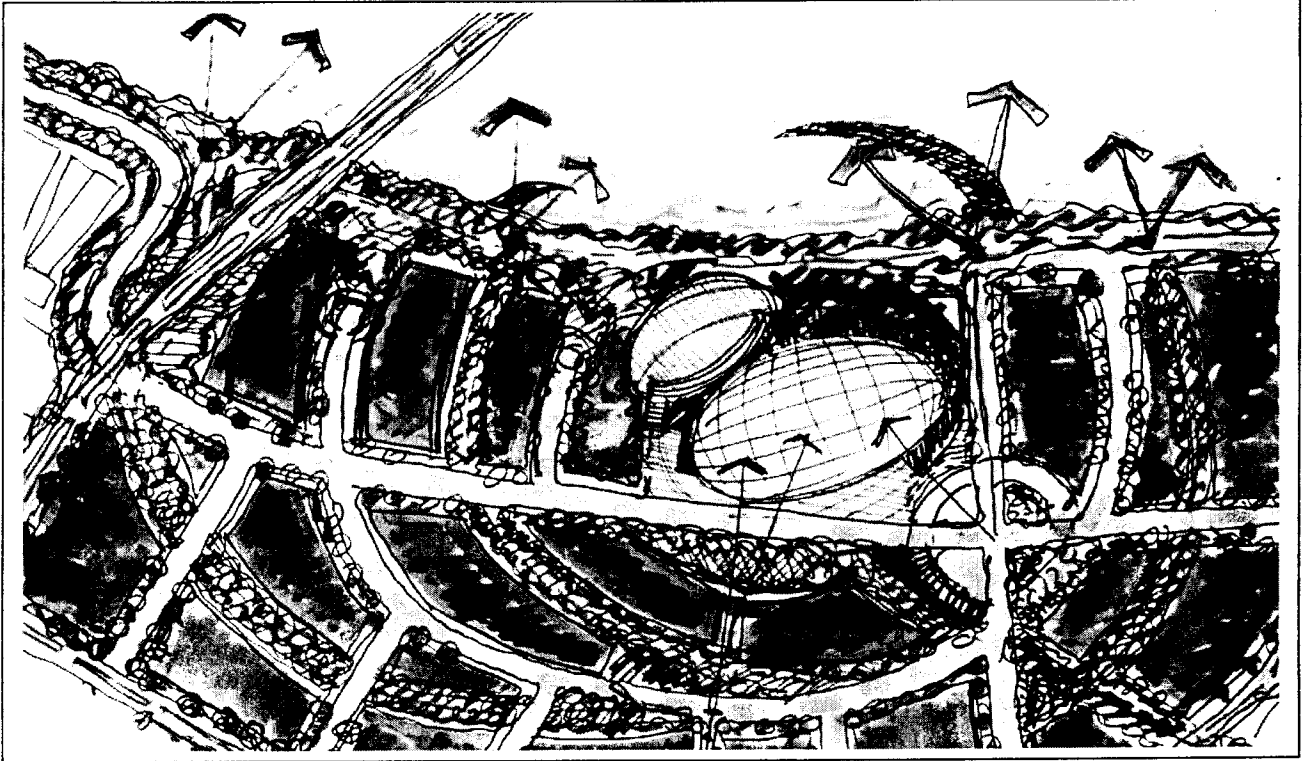
This scheme maximize residential development by locating the highest density possible along waterfront with five-15 storey towers immediately south of the dyke that terrace down towards the south to capture sun exposure for the residential units and to provide gradual transition back to the existing neighbourhoods south of Westminster Highway. The Oval is partially buried by landform to create opportunities for public viewing into the Oval from the dyke level without being inside the Oval.

**Key Elements:**

- | | |
|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A. Oval Building Orientation | <ul style="list-style-type: none"> • Oval building is located to permit some development south of the Oval when River Road achieves its ultimate alignment on the CP Rail corridor • Oval is rotated to accommodate a formal Olympic plaza at the north end of Hollybridge Way |
| B. Entry | <ul style="list-style-type: none"> • Principle entry at the southeast corner of the Oval at the intersection of Hollybridge and the realigned River Road |
| C. Open Space | <ul style="list-style-type: none"> • Waterfront dyke continues to be opened to the public as part of the established linear east west greenway system • Fingers of open space extend from the dyke to the private developments • Olympic Plaza is provided at the north end of Hollybridge to take advantage of relationship to the dyke and to provide a ceremonial space for Olympic and civic events • A secondary plaza is located at the north west corner of the Oval |
| D. Transportation and Road Alignment | <ul style="list-style-type: none"> • River Road to be rerouted east of No. 2 Road and along the CP Rail corridor • Pedestrian connection under No. 2 Road via the dyke or via sky bridge |
| E. Servicing and Loading | <ul style="list-style-type: none"> • Located at the southwest corner of the Oval |

TEAM 2- The "Ripple"

The Oval itself is used to inform the design, like the ripples created by dropping a pebble (the Oval) on the water. The road pattern and development parcels on the remainder of the site radiate from the Oval building to create a unique patterning in the landscape. The very large blocks of residential precincts consist of towers that terrace up from the dyke's edge towards the new River Road.

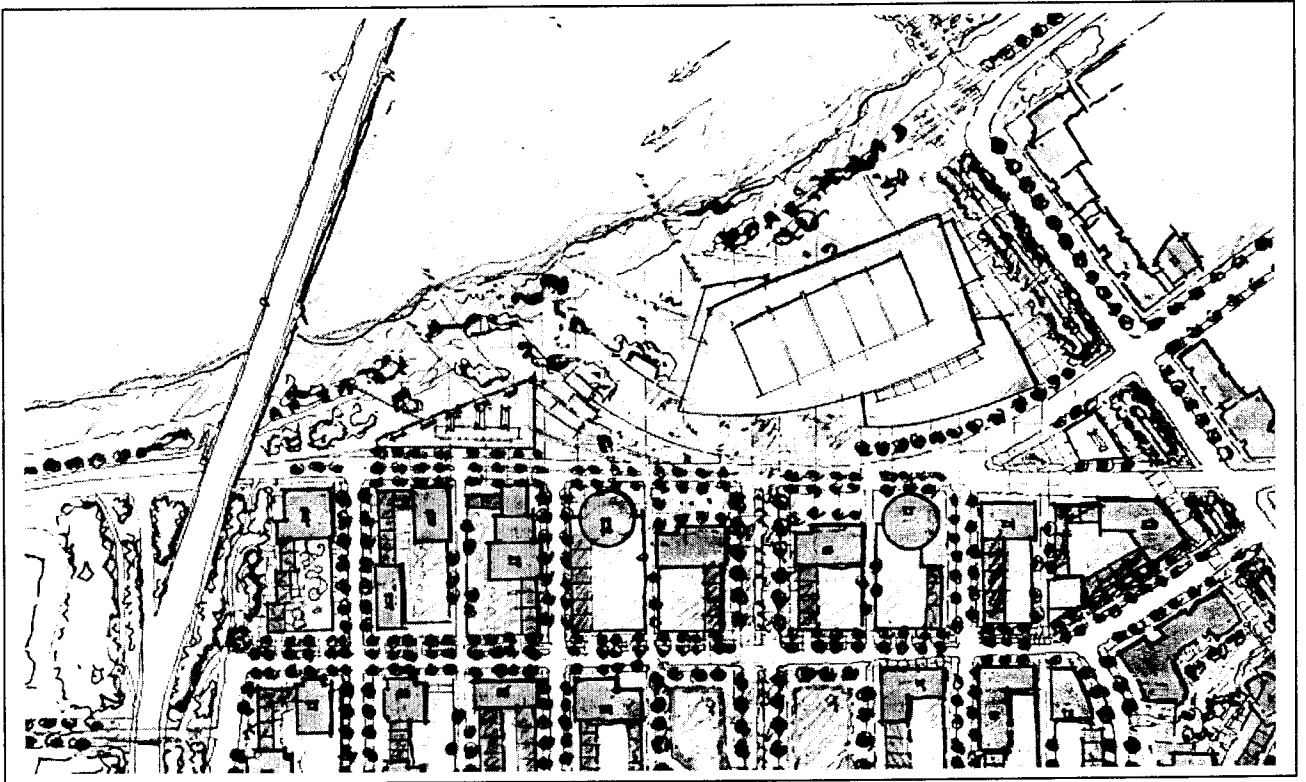


Key Elements:

- | | |
|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A. Oval Building Orientation | <ul style="list-style-type: none">• Oval building is located to interface with the ultimate River Road and Hollybridge Way. The Oval is to be viewed from all sides• The site steps up from River Road north to meet the elevation of the dyke and open space |
| B. Entry | <ul style="list-style-type: none">• Principle entry along Hollybridge |
| C. Open Space | <ul style="list-style-type: none">• Waterfront dyke continues to be opened to the public as part of the established linear east west greenway system.• Most of the green spaces east of the Oval building along Hollybridge Way• Olympic Plaza and entrance to the Oval is at the southeast corner of the Oval at Hollybridge Way and the realigned River Road |
| D. Transportation and Road Alignment | <ul style="list-style-type: none">• River Road to be rerouted west of No. 2 Road to regularize the No.2 Road intersection to increase pedestrian safety across No. 2 Road• Ultimately, River Road will be relocated along the CP Rail corridor |
| E. Servicing and Loading | <ul style="list-style-type: none">• Surface loading and staging area is located west of the Oval to maximize flexibility |

TEAM 3- The "Grid"

This scheme creates a contiguous open space along the waterfront with the Oval anchoring the east end. The 15-acre public open space (including Oval) is separated from the remainder development by the new River Road which connects in a Y intersection with the proposed extension of Lansdowne Road. The development sites are parcelled into approximately small grids (approx. 110 m x 120 m) to provide flexible development sites to encourage a variety of built forms from 4 storey apartments over parkade to high rise residences on parking podium. When the City has acquired the CP Rail corridor, the rail corridor can be incorporated into future development sites.



Key Elements:

- | | |
|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A. Oval Building Orientation | <ul style="list-style-type: none">• Oval building is located to permit high-density development south of the proposed River Road/Lansdowne extension (temporary preload setback).• The site steps up from River Road to the waterfront plaza which is located at the same elevation of the dyke |
| B. Entry | <ul style="list-style-type: none">• Principle entry at the southwest corner of the Oval which can be accessed during the Olympics from River Road and from a new major high street connecting to Westminster Highway ultimately. |
| C. Open Space | <ul style="list-style-type: none">• The entire waterfront north of River Road is entirely public domain.• Olympic Plaza is provided west of the Oval to maximize solar access |
| D. Transportation and Road Alignment | <ul style="list-style-type: none">• River Road to be rerouted east of No. 2 Road and along the CP Rail corridor• River Road and Lansdowne extension meets to connect the site to Aberdeen and West Cambie (DFO site)• Pedestrian connection across No. 2 Road via a sky bridge |
| E. Servicing and Loading | <ul style="list-style-type: none">• Oval is oriented with the loading area west of Hollybridge Canal to take advantage of the natural screening |